



# DRAFT MINUTES

## Community Advisory Committee

Wednesday, September 1, 2021

### 1. Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

Present at Roll: Nancy Buffum, Rosa Chen, Robert Gower, David Klein, John Larson, Jerry Levine, Peter Tannen (7)

Absent at Roll: Stephanie Liu (entered during item 3), Kevin Ortiz, Danielle Thoe, Sophia Tupuola (4)

### 2. Chair's Report - INFORMATION

Chair Larson shared information regarding the Back to Work and School Transit Guide, that Transportation Authority staff put together and featured in a blog (<https://www.allaboardbayarea.com/info/>). He said that this coincided with the All Aboard Bay Area Transit Campaign wherein the region's 27 transit agencies are working together with the Metropolitan Transportation Commission (MTC) to support transit recovery and bring it back better than before in terms of seamlessness and customer friendly features, in particular. He said there are a lot of service changes, discounts and even free transit being offered. He shared several examples such as Free Muni for Youth 18 and under from August 15, 2021 to August 14, 2022, Muni service will be restored and expanded on some lines, and BART is half off if you pay with Clipper in September and has significantly expanded hours and service. He said, relatedly, staff confirmed that San Francisco Transportation Municipal Agency (SFMTA) Director Jeffrey Tumlin and staff will be joining the September 22 CAC meeting to discuss their transit recovery plan and service changes.

With regard to the Treasure Island Mobility Management Agency, Chair Larson reported that this summer they held outreach events to focus on the toll policies for Treasure Island businesses and workers. Since then, he said, the proposals have been revised based on feedback and will be presented at the upcoming Treasure Island Outreach for Businesses and Workers outreach event on Tuesday, September 14 at 6 p.m. He said that this event will be held virtually on zoom with the link available at [sfcta.org/events](https://sfcta.org/events), and for those unable to attend, the recording will be posted on the Transportation Authority's website following the meeting at [www.sfcta.org](https://www.sfcta.org).

Chair Larson invited member Rosa Chen to provide an update on the Expenditure Plan Advisory Committee (EPAC) for reauthorization of the half-cent sales tax. Ms. Chen gave a brief update on what was discussed at the optional orientation meeting and said that she will give monthly updates to the CAC through December. She noted that the first official EPAC meeting is September 9 at 6 p.m. and said that the public is welcome at all EPAC meetings. She concluded by stating that more information is available online at [sfcta.org/expenditureplan](https://sfcta.org/expenditureplan).



Lastly, Chair Larson shared an update on the Downtown Congestion Pricing Study delay. He said in light of the changing and fluid conditions surrounding traffic conditions and transit use, and uncertainties about longer term remote work trends, the Transportation Authority is extending the timeline of the study to next year. He said the project team will wrap up a series of co-creation workshops with community-based organizations. Additional general public outreach will be paused temporarily. He added that outreach will resume when the agency has a more reliable understanding of traffic patterns, transit use, office occupancy, and the trajectory of the city's overall economic rebound. He said the timeline to resume outreach activities is to be determined but is expected to resume in 2022.

During public comment, Ed Mason commented on the EPAC meetings and his request to provide a local San Francisco or toll free number for the virtual meetings. He said he had contacted Transportation Authority staff who are working to get this in place by the next meeting.

Roland Lebrun thanked staff for implementing closed captioning into their meetings. He said however, they should use Zoom live to encourage more public participation.

#### **Consent Agenda**

3. **Approve the Minutes of the July 28, 2021 Meeting - ACTION**
4. **Adopt a Motion of Support to Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for Regional Discretionary Funding with the Metropolitan Transportation Commission, Committing Any Necessary Matching Funds, and Stating Assurance to Complete the Yerba Buena Island West Side Bridges Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal Funds for the Project in the Amount of \$5,000,000 from a Safe and Seamless Mobility Quick-Strike Program Grant - ACTION**

During public comment, Edward Mason requested the following change on page 5 fourth paragraph down, second sentence changing "fewer trucks" to "newer trucks". He said that he's seen the new trucks and is interested to see how the new trucks will affect the Vision Zero program.

Peter Tannen motioned to approve the consent agenda with the following changes to the minutes as requested by Mr. Mason: on page 5, fourth paragraph down, second sentence changing "fewer trucks" to "newer trucks", seconded by David Klein.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)

Absent: Ortiz, Thoe and Tupuola (3)

#### **End of Consent Agenda**

5. **Adopt a Motion of Support to Allocate \$885,777 in Prop K Funds and \$410,000 in Prop AA Funds, with Conditions, for Four Requests - ACTION**

Rosa Chen asked that Joice Alley Lighting Improvements be severed from the item so that she could recuse herself from consideration of that request due to a conflict of interest given her involvement in the project. Chair Larson severed the request from the rest of the item.



Anna LaForte, Deputy Director for Policy and Programming, presented the three remaining requests per the staff memorandum.

Chair Larson asked what kinds of bicycles or other mobility devices (e.g. Segways, electric bicycles) would not be allowed to use bike lanes identified in the Active Communities Plan.

Bryant Woo, with SFMTA, said Segways were allowed to ride in bikeways and devices such as scooters and e-bikes were allowed by statute to use bike lanes, as long as the Department of Motor Vehicles does not require that they be licensed.

Chris Kidd, with SFMTA, elaborated that the California Vehicle Code divides electric bikes into three classes, based on top speed and whether they feature pedal assisted motive power. He said there were current statewide discussions on whether scooters were bikes. Mr. Kidd anticipated that there would be new kinds of electric bikes and other devices in the future and said the Active Communities Plan would be designed to be relevant in the face of future technological change.

Peter Tannen commented that as a former manager of SFMTA's bike program, he was impressed by the level of community input proposed for the Active Communities Plan, as well as the level of effort to ensure that the plan led to equitable outcomes. He expressed support for the proposal and the funding request.

Addressing Mr. Tannen, Chair Larson asked if he generally saw more public engagement in current planning efforts than in the past. Mr. Tannen answered that the City's modal shift and attitudinal toward biking had been notable. He said in the past removal of even a few parking spaces to enable bike facilities to be installed was typically very controversial, whereas recent plans have demonstrated public approval of many blocks of parking conversion.

During public comment Edward Mason asked for clarification on whether a traffic calming device was planned for 22<sup>nd</sup> Street between Dolores and Chattanooga, and if so, why. He pointed out that block of 22<sup>nd</sup> Street was short and already had a speed hump. Mr. Mason also asked about an inconsistency in the enclosure about the name of SFMTA's CAC.

Daniel Carr with SFMTA said with respect to 22<sup>nd</sup> Street, he said the caller was correct that there was already one speed hump on that block. He said a new application for the street came through siting continued concerns of the speeding of motorists on the street even with the existing speed hump. Mr. Carr continued by stating that they collected data from the block and it revealed that 85<sup>th</sup> percentile speeds were still in excess of the 15 mph posted speed limit for the school zone on that street. He said in light of that, SFMTA was recommending that the installation of a second speed hump be pursued on that block.

Chair Larson thanked Mr. Carr for the information response.

With respect to the SFMTA changing the name of their CAC, Mr. Kidd said it was a typo in the scope of work that they submitted to Caltrans and said he would correct that.

Peter Tannen motioned to approve the New Signal Contract 66, Application-Based Traffic Calming Program FY20-21 and Active Communities Plan funding requests, seconded by Robert Gower.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)



Absent: Ortiz, Thoe and Tupuola (3)

Anna LaForte presented Public Works' request for Joice Alley Lighting Improvements per the staff memorandum.

There was no public comment.

Robert Gower motioned to approve the request, seconded by Jerry Levine

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen (7)

Recused: Chen (1)

Absent: Ortiz, Thoe and Tupuola (3)

**6. Adopt a Motion of Support to Authorize the Executive Director and Other Authorized Representatives to Enter Into a Revolving Credit Agreement for \$125 Million with U.S. Bank National Association; to Execute and Deliver Legal Documents Relating Thereto; and To Take All Necessary or Appropriate Related Actions in Connection Therewith - ACTION**

Cynthia Fong, Deputy Director for Finance and Administration presented the item per the staff memorandum.

Mr. Levine noted that the agency had a prior relationship with US bank and asked how that went and how comfortable staff felt about working with them again.

Ms. Fong, noted that in the last revolving credit agreement, US Bank and State Street Bank partnered up and offered them \$70 million dollars each. This time around they separated and competed against each other, and US Bank came in with much lower rates. Ms. Fong said staff does feel comfortable with the anticipated working relationship with US Bank. She noted that State Street was the prime on the prior revolving credit agreement, but that US Bank was timely and responsive when they needed to work with them. Ms Fong added the agency currently holds an account with US bank for their Prop AA vehicle registration fee funds, and that relationship has been great on a local scale.

Mr. Tannen asked with respect to the proposals, whether they at a fixed interest or variable.

Ms. Fong replied that for this type of financing instrument, they are typically variable, and all the proposals received had rates that varied on a scale both when they agency borrowed funds and when they weren't drawing down funds.

During public comment Roland Lebrun commented that he never ceases to be amazed on how much funding the agency can leverage with so little local funding.

Jerry Levine motioned to approve the item, seconded by Nancy Buffum.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)

Absent: Ortiz, Thoe and Tupuola (3)



**7. Adopt a Motion of Support to Accept the Downtown Rail Extension (DTX) Phasing Study Final Report, Support the Phasing Recommendations of the Peninsula Rail Program Executive Steering Committee, and Release \$2,644,557 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for DTX Project Development - ACTION**

Jesse Koehler, Rail Program Manager for Capital Projects, presented the item per the staff memorandum.

Peter Tannen requested clarification regarding the DTX intercity bus facility (IBF) and the distinction between the option to reduce the IBF and the option to defer the IBF.

Mr. Koehler answered that the two options are distinct from one another, and he noted that the DTX Phasing Study recommends deferring the IBF.

Mr. Tannen asked for further clarification regarding future delivery of the IBF.

Mr. Koehler clarified that the IBF could theoretically be developed in full at a later date, but that doing so would be costly, as it would require significant property acquisition. He noted that the Phasing Study's recommendation for a reduced train box extension means that the necessary right-of-way for the full IBF would not be acquired for the first phase of DTX construction. He added that the reduced IBF could be constructed in the future without acquiring additional right-of-way.

Chair Larson asked if the reduced train box extension would impact the potential future Link21 new Transbay rail crossing project.

Mr. Koehler answered that the DTX project will be designed for compatibility with a future direct connection to the Link21 project, regardless of the extent of the DTX Train Box Extension.

Robert Gower asked about the rationale for deferring the underground pedestrian connector. He expressed disappointment that a multi-modal element would be deferred. Mr. Gower asked what steps would be taken to provide pedestrians with an enhanced connection in the meantime. He also asked about the potential impact on ridership from deferring that pedestrian connector.

Mr. Koehler replied that there were not straightforward options for deferring elements of the project. He said that, from the perspective of project construction, the pedestrian connector could be de-coupled from the rest of the project, with delivery as an independent project at a later date. He noted that an underground connection would be preferable but said that the first phase of DTX construction would include street-level improvements to improve pedestrian connectivity. Mr. Koehler added that the DTX ridership analysis is considering the impacts of deferring the pedestrian connector.

During public comment, Bob Planthold expressed support for the item. Mr. Planthold noted that he is a senior resident of San Francisco and that he had served on the Caltrain Access Advisory Committee. He said that the DTX project will greatly improve access to Caltrain in San Francisco, noting the higher level of connecting transit service at the Transit Center as compared to the current Caltrain terminus. Mr. Planthold noted that an underground pedestrian connection may not be preferred to a surface connection by certain transit users and that the DTX connection should be well designed.



Roland Lebrun said he had sent an email with an attachment to the CAC. Mr. Lebrun expressed concern that the TJPA Board would consider the Phasing Study in September and that the DTX operations analysis would be brought forward in October. He said the DTX train box was sub-optimally designed with respect to future extension to the east. Mr. Lebrun noted that he expects the third track to not be required and that the Seventh Street alignment could be considered. He said that the resulting cost savings could provide for a connection to Muni and BART. Mr. Lebrun added that the Pennsylvania Avenue Extension study report would also come forward this fall.

Robert Gower motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)

Absent: Ortiz, Thoe and Tupuola (3)

#### **8. Community Advisory Committee Ethics Training - INFORMATION\***

Amber Maltbie, Nossaman presented the item per the staff memorandum.

Robert Gower thanked Ms. Maltbie stating that the presentation was comprehensive.

Mr. Levine also expressed appreciation for the training.

During public comment Edward Mason asked for clarification on who constitutes membership of the Expenditure Plan Advisory Committee (EPAC) and asked if there is a direct correlation with the amount of money being allocated, and the entity benefitting through future contracts.

Chair Larson said he believes the EPAC backgrounds would be available and as they noted in some ways it is incumbent upon those members to be guided by the rules similar to those reviewed during the current training.

Maria Lombardo said everyone's affiliation as they disclosed it, is posted on a presentation on the Transportation Authority website, that they can share with the CAC members. She added that as in the case of the Prop K sales tax, only public agencies would likely be direct grant recipients in a new expenditure plan, but that those public agencies could contract with other parties to carry out the work.

Roland Lebrun praised the presentation and suggested that it be recorded and posted on a social platform such as YouTube. He referenced slide 16, stating that the Brown act is unclear about Ad Hoc Committees. He said that he believed that any committee that is appointed by a legal entity is subject to the Brown Act regardless of if the Ad Hoc Committee consists of a quorum.

#### **Other Items**

#### **9. Introduction of New Business - INFORMATION**

Nancy Buffum stated her dismay of the closure of the Great Walkway on August 16, stating that it ran counter to prevailing recommendations. She said it set back what would have been a win situation for the long-term goals which included preserving the walkway for the public, improving local street safety, and prioritizing and concentrating on ways to improve the flow of traffic. She said she would like to see how they measure the difference in public access to the use of recreation because of the increased traffic, as well as speeding traffic volumes and any other information on impacts on local streets in the Richmond and Sunset. She said these are decisions that affect everyone



and not just the people that want to drive.

Chair Larson said he agrees and that it seemed like the opening ran counter to what he understood the process of making a decision and said it would be good to agendaize an item that covers this.

Jerry Levine said he appreciated the discussion about eligibility to use the bike lanes. He said he has a motorcycle and would love to use it but it's not eligible. He said it would be great to get a comprehensive look at the status of the electric bike program whether it is an agendaized item or a separate follow up. He added that he would like it to include timelines, who the contracts are with, who are using the bikes, etc.

There was no public comment.

**10. Public Comment**

During public comment Roland Lebrun commended the Chair for the way he conducted the meeting.

**11. Adjournment**

The meeting was adjourned at 8:00 p.m.